

## **SOUND TRANSIT**

### **RESOLUTION NO. R2001-16**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority to select the initial segment of the Central Link Light Rail Project to be constructed and operated by 2009.

WHEREAS, a Regional Transit Authority ("Sound Transit") was created for the Pierce, King, and Snohomish County region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, on November 5, 1996, Central Puget Sound area voters approved local funding for Sound Move, the ten-year plan for regional high-capacity transit in the Central Puget Sound Region; and

WHEREAS, one component of Sound Move is an electric light rail project with up to 25 miles of track connecting some of the state's largest employment and education centers, highest density residential areas, and highest regional transit ridership areas, located in the Cities of SeaTac, Tukwila and Seattle ("Central Link Light Rail Project"); and

WHEREAS, implementing the light rail element of Sound Move is intended to expand transit capacity within the region's most dense and congested corridor, provide a practical alternative to driving a car on increasingly congested roadways, support comprehensive land use and transportation planning, provide environmental benefits, and improve mobility for travel-disadvantaged residents in the corridor; and

WHEREAS, Resolution No. R99-34 selected the location of the alignment, station locations, and vehicle maintenance base for the Central Link Light Rail Project; and

WHEREAS, in response to a request from the City of Tukwila to study an alternative alignment within Tukwila ("Tukwila Freeway Route"), Sound Transit conducted the engineering and environmental studies necessary to analyze the proposed alternative alignment, including

the environmental studies required to comply with the Washington State and National Environmental Policy Acts; and

WHEREAS, on February 8, 2001, the Sound Transit Board identified the Tukwila Freeway Route as the preferred route for that segment of the alignment for purposes of completing the supplemental environmental impact statement, and evaluated the Tukwila Freeway Route in the final supplemental environmental impact statement, which was published on November 16, 2001; and

WHEREAS, on September 27, 2001, the Sound Transit Board identified the preferred initial 14-mile light rail segment to be constructed and operated for the Central Link Light Rail Project (Initial Segment). The alignment, station locations and maintenance base site for Initial Segment are set forth in this resolution. An addendum to the final environmental impact statement and the supplemental environmental statement for the Central Link Light Rail Project has been completed pursuant to the State Environmental Policy Act (SEPA) to document and analyze the potential environmental impacts associated with the project changes that occurred after completion of the final and supplemental environmental impact statements; and

WHEREAS, on November 26, 2001, the Board Chair and the Executive Director of Sound Transit sent a letter to the Greater Seattle Chamber of Commerce, in which they identified the Board's objectives and made commitments on behalf of the agency and the Board in response to issues raised in a September 27, 2001, letter received from the Chamber, including objectives for system expansion, improved accountability, strengthened oversight, and strict control of project scope and costs; and

WHEREAS, the agency will fully pursue the content of the November 26, 2001, letter on the Board's behalf; and

WHEREAS, construction of the Initial Segment of the Central Link Light Rail Project can begin in 2002 and can be completed and ready for passenger service in 2009; and

WHEREAS, the estimated total project capital cost for implementation of the Initial Segment is \$2,070 million in year of expenditure dollars; and

WHEREAS, after due consideration of the planning, environmental, engineering, financial, project implementation work plans, and other issues relevant to the construction of the Central Link Light Rail Project, the Sound Transit Board finds that it is in the best interest of the citizens of the Sound Transit district to authorize construction and operation of the Initial Segment of the project and to designate said segment as the new Minimum Operable Segment for federal funding purposes.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority as follows:

Section 1. The initial 14-mile segment of the Central Link Light Rail Project (Initial Segment) to be constructed and operated shall consist of the alignment, station locations, maintenance base site, and operational parameters set forth below:

- interim north terminus at Convention Place,
- passenger service beginning at the South 154th station in the City of Tukwila through the Rainier Valley into downtown Seattle and ending at Westlake station,
- 11 passenger stations at Westlake, University Street, Pioneer Square, International District, Lander, Beacon Hill, McClellan, Edmunds, Othello, Henderson, and South 154th (construction of the Royal Brougham, Graham and Boeing Access Road stations are deferred),
- an operations and maintenance base located on South Forest Street,
- Tukwila Freeway Route alignment,
- interim south terminus at South 154th Station with a park-and-ride facility and shuttle bus service to Sea-Tac Airport,
- joint bus/rail operations in the Downtown Seattle Transit Tunnel (DSTT).

Section 2. The Executive Director is authorized to commence construction of the Initial Segment as soon as reasonably practicable in 2002 and is further directed to commence passenger service on the Initial Segment no later than 2009.

Section 3. The estimated capital budget for the implementation of the Initial Segment of the Central Link Light Rail Project through completion in 2009 shall be \$2,070 million in year of expenditure dollars.

Section 4. The light rail project scope includes the potential for cost savings. As net cost savings from the initial segment are realized they will be designated for either extending the project north of Convention Place for North King County or south of South 154th for South King County, provided that current project scope is not reduced, unless done so through regular Board procedure.

Section 5. A project reserve fund, estimated at \$128 million, shall be established to meet unanticipated cost increases for the existing project scope, alignment, and identified budget elements. Expenditures from the project reserve shall not be authorized for additional project enhancements, mitigation, or third-party agreements beyond elements contained in the November 2001 cost estimates. Expenditures from the project reserve shall require approval of a budget amendment by the Sound Transit Board (supermajority 2/3 vote). Any unexpended project reserve funds will be applied to extending Link Light Rail north and south.

Section 6. The light rail project scope shall include the potential for relocating and placing the utilities along Martin Luther King, Jr. Way South underground. The work necessary to place the utilities underground will be performed only if the cost to Sound Transit shall not exceed \$13.5 million and the other elements included within the project scope to underground the utilities can be completed for an amount that does not allow Sound Transit's expenditures to exceed the \$2,070 million project budget. Sound Transit will continue to pursue additional external funding sources to supplement the existing budget in order to pay the cost to underground the utilities as provided in Motion No. M2001-103.

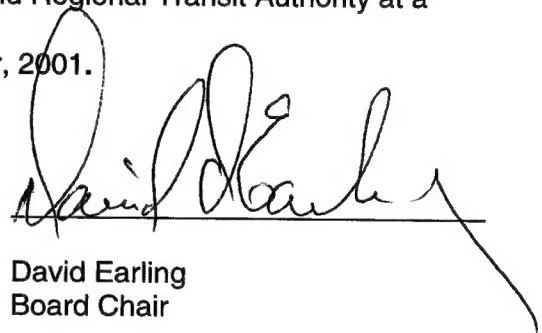
Section 7. The Initial Segment is hereby designated as the new Minimum Operable Segment for purposes of seeking funding from the Federal Transit Administration.

Section 8. The Executive Director shall solicit input from the Citizen Oversight Panel, the Project Review Committee, other transit properties and external sources on methods and mechanisms for strengthening oversight of project development and construction, improving agency accountability, controlling project scope, processing third-party agreements, and containing project costs. Based on this work, the Executive Director shall develop options and recommendations to be presented to the Board no later than January 24, 2002.

Section 9. The Initial Segment is hereby incorporated into and made part of the Locally Preferred Alternative (LPA) adopted in Resolution No. R99-34. The LPA adopted in Resolution No. R99-34 shall remain unchanged except as modified by this resolution to incorporate and reflect the changes included within the Initial Segment.

Section 10. The Executive Director is authorized to take all steps necessary to implement the provisions of this Resolution, except as to matters that are subject to Board approval as provided in Resolution No. 78-1 or other applicable law.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 29th day of November, 2001.



David Earling  
Board Chair

ATTEST:



Marcia Walker  
Board Administrator